S.No.	New line	Length	Cost (in Kms)	Rate of return (Rs. in crore)
1.	Nilambur Road Nanjangud	236	1111.57	(-) 6.25%
2.	Tirur-Angadipuram	41	224.35	(-) 2.37%
3.	Erumeli-Punalur-Trivandrum	135.88	698.48	(-) 1.51%

Further, surveys for construction of new line for Madurai-Kottayam, Erumeli-Punalur and Kayamkulam to Kottarakara via Adoor, Pattanapuram & Auvaneeswaram have also been taken up.

Increasing Steel Production

1192. SHRI THANGA TAMIL SELVAN: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that Government had decided to enhance the domestic production of steel to over 100 million tonnes;

(b) if so, the details thereof;

(c) whether it is also a fact that Government are considering to make the domestic steel industry globally competitive in terms of cost, quality and product mix; and

(d) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILISERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) The steel sector was deregulated, delicensed and decontrolled in 1991-92. Therefore the market determines production targets and investment decisions in the steel sector. Nonetheless, in the National Steel Policy (NSP) it has been envisaged that by 2019-20 the country would attain an indigenous steel production of 110 million metric tonnes.

(c) and (d) The long-term goal of the National Steel Policy is that India should have a modern and efficient steel industry of world standards, catering to diversified steel demand. The focus of the policy would therefore be to achieve global competitiveness not only in terms of cost, quality and product-mix but also in terms of global benchmarks of efficiency and productivity.